

Mr. Speaker, on behalf of the people of the Fifth Congressional District of Illinois, and indeed all of Chicago, I am privileged to congratulate the Wrightwood Neighbors Association on continuing to enhance the quality of life in Chicago, and wish them tremendous success with the upcoming "Taste of Lincoln Avenue."

**MINOR USE AND MINOR SPECIES
ANIMAL HEALTH ACT OF 2004**

SPEECH OF

HON. BILL SHUSTER

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 20, 2004

Mr. SHUSTER. Mr. Speaker, I rise today in strong support of S. 741, the Minor Use and Minor Species Animal Health Act. This legislation contains provisions that will better the lives and ease some of the frustrations for the more than 7 million Americans that suffer from food allergies every day.

I have had the unfortunate experience to learn more about the trials and tribulations of food allergen sufferers when one of the members of my staff, Christy Farmer, was diagnosed with Celiac Disease earlier this year. Celiac Disease is an immune-mediated disease that causes damage to the gastrointestinal tract and is triggered by the consumption of gluten. Gluten is the protein part of wheat, rye, barley, oats, and other related grains, which are found in many of the foods that people eat on a day to day basis. The only treatment for Celiac Disease is adherence to a strict life long gluten-free diet. In order to comply with this, individuals must carefully read all food labels—which can often be inaccurate and extremely confusing. Many times, food products may contain a derivative of a known food allergen, however the food label does not make that clear. This can lead to people unknowingly consuming exactly what they have been trying so hard to avoid. This painstaking process of carefully examining every food label and determining the exact ingredient of each product can be extremely frustrating and difficult for individuals.

This legislation will help tremendously in taking some of the guesswork out of reading food labels. Manufacturers in the food industry must now include the commonly accepted names of the eight most common allergens—milk, eggs, fish, crustacea, tree nuts, wheat, peanuts, and soybeans. Food allergen sufferers will now be able to scan food labels with greater ease and many incidents of accidental ingestion can be avoided.

Having a food allergy, especially to something that is found in so many different foods, can add a level of complication to a person's life that can be difficult to imagine. Christy was required to undergo a total lifestyle change due to her gluten sensitivity. Spontaneously stopping at a restaurant for dinner is no longer possible, traveling not knowing in advance what foods will be available is no longer an option, and giving up your favorite foods is not as easy as it sounds.

I am pleased that this legislation will help ease some of the frustrations and make adhering to an allergy-free diet a little easier for the millions of Americans that suffer from food allergies. I strongly urge my colleagues in joining me to support S. 741.

**THE ALASKA AIDS ASSISTANCE
ASSOCIATION IN ANCHORAGE**

HON. DON YOUNG

OF ALASKA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 22, 2004

Mr. YOUNG of Alaska. Mr. Speaker, last week at the 15th International AIDS Conference in Bangkok, Thailand, the world's attention was drawn to the 38 million people around the world who are living with HIV—nearly a million of whom live in the United States.

Moreover, many HIV positive individuals in the United States face significant hurdles that prevent them from engaging in long-term health care, including unstable financial and housing situations and a lack of trust between patients and health care providers. As a result, approximately 250,000 individuals who are aware of their HIV status are not receiving regular primary medical care; a population the Health Resources and Services Administration defines as the "unmet need" in the domestic epidemic. However, the United States should not and must not consider this lack of HIV health care inevitable because solutions do exist.

With this in mind, I rise today to recognize and share with you work that is being done in my own state of Alaska to successfully bring HIV treatment and care to the people who need it. The Alaska AIDS Assistance Association in Anchorage uses "Inter-Agency Networking" to connect HIV positive Alaskans to a system of integrated health care and support. The activity accomplishes this by providing health care agencies with opportunities to exchange information and share resources, thus increasing the agencies understanding of community needs and enhancing their ability to provide care to more people living with HIV.

Inter-Agency Networking is indebted to a capacity-building initiative called Connecting to Care, which was developed by AIDS Action in collaboration with the Health Resource and Service Administration. Connecting to Care identified the Alaskan AIDS Assistance Association's activity as a "model practice" and disseminated it to more than 10,000 health providers throughout the country as a model intervention that has been successful in connecting HIV positive individuals to care. My hope is that the Connecting to Care initiative will guide other communities in their own development of activities that connect HIV positive individuals with the health care they want and need.

**PROTECTING RAILROAD OPERATORS,
TRAVELERS, EMPLOYEES,
AND COMMUNITIES WITH TRANSPORTATION
SECURITY ACT OF 2004**

HON. ELIJAH E. CUMMINGS

OF MARYLAND

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 22, 2004

Mr. CUMMINGS. Mr. Speaker, I, along with my colleagues Congressman JAMES OBERSTAR, the Ranking Member of the Transportation and Infrastructure Committee, and Congresswoman CORRINE BROWN, Ranking Demo-

cratic Member of the Railroad Subcommittee, are introducing the "Protecting Railroad Operators, Travelers, Employees, and Communities with Transportation Security Act of 2004" (PROTECTS Act).

Since the September 11 terrorist attacks, the government has authorized over \$12 billion on aviation security. Railroad and transit agencies were authorized to receive \$65 million in security grants in 2003 and \$50 million in 2004. Clearly, this disparity in security funding is unacceptable. We cannot afford to put a price tag on safety. We cannot leave our railroads vulnerable to attack. Nearly five times as many people take trains as planes every day. Our bill authorizes nearly \$1.3 billion to protect passenger and freight railroads and the communities they serve.

I have grave concerns regarding the vulnerability of our national rail and transit systems. A documented one-third of all terrorist attacks worldwide have targeted railroads and other surface transportation systems. The United States rail network touches every major urban center and hundreds of smaller communities in between. Millions of tons of hazardous materials are shipped yearly across the United States. A large portion of these shipments is transported by rail, sometimes through densely populated areas, increasing the concern that attacks or accidents on these shipments could have severe consequences. Additionally, the 3,000 to 3,300 railroad shipments of spent nuclear fuel from 39 states that the Department of Energy plans to deposit in Yucca Mountain over the next 24 years, highlights the need for stringent rail security to guard against such incidents.

Based on recent numerous rail attacks around the world, terrorists seem to have expressed a proclivity for attacking rail systems. Between 1998 and 2003, there were 181 attacks on trains and related targets such as depots, ticket stations and rail bridges worldwide. Lack of screening and inadequate safeguards in the transportation of explosives, chemical, biological and radiological agents have created major vulnerabilities in our rail transportation system. These vulnerabilities are all largely un-addressed.

The challenge of protecting our railroads is a daunting one. The demands on our system to deliver travelers and freight safely, quickly, and efficiently make our task all the more difficult. However, these goals are achievable. Failure on this mission is not an option.

The PROTECTS Act authorizes over \$1 billion to help secure our national rail system against terrorist threats. \$500 million is authorized for grants to wholly or partially reimburse State and local governments, railroad carriers and rail labor for the development and implementation of increased security measures.

The tragic terrorist attack on a commuter train system in Madrid earlier this year was a urgent reminder of our need to implement safety measures to secure our national rail transportation system. Washington's Union Station, and New York's Penn Station, both have very high volumes of pedestrian traffic that include a mix of Amtrak travelers and daily commuters. Inadequate security measures put these travelers at risk. Our bill authorizes \$597 million for Amtrak to address fire and safety issues in tunnels in New York, NY, Baltimore, MD, and Washington, DC. In addition, \$65 million is authorized for Amtrak system-wide security upgrades.